

6.0 COORDINATION AND COMMITMENTS

There are no changes in this section of the Final Environmental Impact Statement and Section 4(f) Evaluation (FEIS) from those presented in the *Supplement to the Draft Environmental Impact Statement and Section 4(f) Evaluation (SDEIS)*, except as noted by the use of boldface type. The changes are primarily editorial except for the addition of text in Sections 6.1, 6.2 and 6.5 related to coordination since the *SDEIS* was published.

6.1 Summary of Coordination

This section summarizes the coordination efforts and meetings for the mitigation concepts and plans.

U.S. Army Corps of Engineers

The U.S. Army Corps of Engineers (ACOE) will participate as a cooperating agency as a result of their permitting requirements for waters of the United States. Coordination has been made with the ACOE regarding bridge clearance requirements for the Des Plaines River, the Illinois and Michigan (I&M) Canal, and the Chicago Sanitary and Ship Canal. The ACOE has no direct navigation responsibility above the Lockport Lock on either the Des Plaines River or the I&M Canal. ACOE's comments to the *DEIS* dated December 2, 1994 are included in **the SDEIS** Appendix A. Generally, their concerns included Water Resources, Salt Impacts and Procedures.

At a meeting on April 10, 1995 the ACOE was able to give their input as to the design of the Des Plaines River bridge, the bridge drainage system and other features related to the bridge. A follow-up meeting in the field on April 25, 1995 discussed specifics regarding the compensatory storage area location and the energy stilling basin. At a meeting on May 9, 1995 the ACOE and the US Fish and Wildlife Service were presented wetland mitigation concepts for FAP Route 340 wetland mitigation site **at Spring Creek** as well as for the surrounding wetland mitigation bank. The ACOE indicated that the two initiatives should proceed through the permit process independently. Meeting minutes are included in Appendix B **under US Army Corps of Engineers. The ACOE also concurred with the wetland enhancement concept at the Lockport Prairie Nature Preserve in their letter on October 13, 1995.**

U.S. Bureau of Mines

The United States Department of the Interior, Bureau of Mines, submitted comments on the project impacts to mineral resources in the area on March 23, 1990 in response to the *Land Use and Socioeconomic Conditions Technical Report*. They noted that the new highway may impact the aggregate resources in the area by crossing an area along the Des Plaines River that has been an important source of coarse and fine aggregate and includes undeveloped resources of high purity dolomite. These impacts could include direct impacts if an active pit or quarry is crossed and indirect impacts by encouraging development and limiting properties with quality resources. There is also a concern for several pipelines that cross the project. The Bureau of Mines requested that both pipeline protection/relocation and the siting of the highway on development of crushed stone, sand and gravel be mentioned in future environmental reports.

United States Coast Guard

Coordination has been made with the U.S. Coast Guard regarding bridge clearance requirements for the Des Plaines River, the Illinois and Michigan (I&M) Canal, and the Chicago Sanitary and Ship Canal. Bridges across navigable waters of the United States are regulated by the United States Coast Guard under Section 9 of the Rivers and Harbors Act of 1899. According to a September 22, 1989 letter the Des Plaines River and the I&M Canal are not under the jurisdiction of the Coast Guard for bridge administration purposes. (There is no commercial navigation on the Des Plaines River and the I&M Canal in the area of the **recommended** bridge). However, the United States Coast Pilot 6 specifies a minimum vertical clearance of 44 feet above the Chicago Sanitary and Ship Canal.

U.S. Coast Guard's comments to the SDEIS dated July 27, 1995 are included in Appendix B under US Coast Guard. The U.S. Coast Guard has no objections to the SDEIS.

U.S. Department of Agriculture - Soil Conservation Service

The U.S. Soil Conservation Service (SCS) reviewed the technical data on the development of FAP Route 340. The SCS recommended coordination with the Will-South Cook Soil and Water Conservation District (SWCD) regarding impacts to farming along the **required** right-of-way and any **recommended** erosion and sediment control and drainage plans. In accordance with the Federal Farmland Protection Policy Act, Form AD-1006 (Farmland Conversion Impact Rating) has been completed. The *Agricultural Resources Technical Report* which discusses right-of-way and operational impacts to farmlands was submitted to the appropriate review agencies in August, 1991. In April, 1995 an amended submittal was sent to SCS for their review due to changes in ROW acreages. In their letter dated May 18, 1995, the SCS submitted the revised forms and requested to review the *SDEIS*.

The Will-South Cook SWCD requested that the formal review and coordination should be postponed until the highway plan is detailed enough for meaningful review. They suggested following good practice as IDOT has done on other projects and as expressed in Procedures and Standards for Urban Soil Erosion and Sedimentation Control in Illinois. IDOT sent the *Agricultural Resources Technical Report* to the Will-South Cook SWCD for review in August, 1991.

United States Environmental Protection Agency

The U.S. Environmental Protection Agency (EPA) was provided with information regarding the FAP Route 340 project in May 1987. In their June 18, 1987 letter the EPA acknowledged the impacts of traffic noise, loss of wetlands, loss of agricultural land, loss of recreational land, and several stream crossings as listed in the notification letter. They also noted the requirement of an evaluation of the impact of vehicular emissions on ambient carbon monoxide concentrations and the computer models which should be used to predict these levels (Mobile 3, Volume 9, and Caline 3). They recommended that these issues be covered in the *Supplement to the Draft Environmental Impact Statement and Section 4(f) Evaluation (SDEIS)*. A field review of the corridor and its wetlands to include EPA, ACOE, U.S. Fish and Wildlife Service (FWS), and the Illinois

Department of Conservation (IDOC, now **Illinois Department of Natural Resources, IDNR**) was requested. The field review is discussed later in this chapter.

The EPA declined the invitation to be a cooperating agency on the FAP Route 340 project because of their expectations of having a role "limited to normal scoping responsibilities".

In a letter dated June 18, 1987 the EPA stated that one of their primary concerns is impacts to wetlands. The *SDEIS* must demonstrate that no practicable alternatives exist to avoid wetland impacts, and if wetlands cannot be avoided, measures to minimize impacts on existing wetlands must be taken. Mitigation must be provided for all unavoidable wetland losses to satisfy the national goal of "no net loss of wetlands." Mitigation plans must strive for no net loss of wetland acreage and functional values as a goal. Wetland impact assessment should include direct impacts as well as impacts from secondary development following highway construction.

The EPA provided a response to the *Land Use and Socioeconomic Conditions Technical Report* in June 1989. These comments again identified wetlands as a primary concern and made recommendations for information to be included in the *SDEIS*. Mitigation for unavoidable wetland losses was recommended at a minimum ratio of 1.5 acres of replacement or enhancement for each acre lost.

Comments to the *Wetland Analysis Technical Report* were received from the EPA in January, 1990. In these comments, the EPA stated they would not approve the recorded alignment based on wetland impacts. Because of the industrial nature of the surrounding land uses and the likelihood of the presence of contaminated sediment, the EPA recommended chemical sampling the Des Plaines River, the I&M Canal, and the Chicago Sanitary and Ship Canal if the **recommended** bridge construction includes disturbance of the bottom sediments. If sediments are to be disturbed, a Quality Assurance Project Plan should be prepared and submitted to the Region 5 office for review prior to analysis. The results of the analyses should be submitted along with a plan for disposal if unacceptable levels of contaminants are present. For a further discussion of water quality impacts see Section 4.

In August, 1992, the EPA commented on the Illinois State Geological Survey Report *Predicted Impacts of a New Highway on a Spring-Fed Wetland*. The response to this report was favorable, pointing out that the modeling conducted should be of help in assessing and minimizing the impact to the wetland. Support was given to design the highway and drainage system so that reductions in groundwater discharge are minimized to the greatest extent practicable. It was suggested that, in the FEIS, consideration to span the ridge be included to further reduce impacts to groundwater recharge and discharge. EPA also stated that because FAP Route 340 is a new construction of an interstate highway to serve the metro Chicago area, modeling may be required to determine if the project would be in conformity with the Clean Air Act for an ozone nonattainment area.

An environmental coordination meeting was held February 10, 1994 to discuss the *Draft Biological Assessment* and related issues in the *Draft Environmental Impact Statement and Section 4(f) Evaluation (DEIS)*. The findings of the *Draft Biological Assessment* were summarized and discussed. A summary of issues that were examined for the *DEIS* are listed in the meeting minutes included in Appendix B, U.S. Fish and Wildlife Service Section.

EPA's comments to the *DEIS* dated December 1, 1994 and February 9, 1995 are included in **the *SDEIS* Appendix A**. Generally, their concerns included Alternatives, Land Use Planning, Water Resources, Biological Resources, Secondary and Cumulative Impacts, Air Quality, Noise, and Hazardous Waste.

On March 6, 1995 EPA met with FHWA, IDOT, and ISTHA to discuss and resolve the concerns regarding air quality.

EPA's comments to the *SDEIS* dated August 11, 1995 are included in Appendix A. Generally, their concerns included LAWCON Mitigation, Secondary and Cumulative Impacts, Air Quality, Biological Resources, and Hazardous Waste.

U.S. Fish and Wildlife Service

The U.S. Fish and Wildlife Service (FWS) provided comments on the *Wetland Analysis Technical Report*. In a November 20, 1989 letter the FWS noted impacts to wetlands in the corridor (from an earlier alignment) and suggested that IDOT, FWS, ACOE, EPA, and IDNR begin discussions on mitigation as soon as possible. Coordination with the appropriate agencies has been initiated and is ongoing. FWS has received for their comments copies of the *Natural Resources Technical Report* and the *Draft Biological Assessment*, which addressed threatened and endangered species.

An environmental coordination meeting was held February 10, 1994 to discuss the *Draft Biological Assessment* and related issues in the *Draft Environmental Impact Statement and Section 4(f) Evaluation (DEIS)*. The findings of the *Draft Biological Assessment* were summarized and discussed. A summary of issues that were examined for the *DEIS* are listed in the meeting minutes included in Appendix B, U.S. Fish and Wildlife Service Section.

On March 9, 1994 the FWS provided comments for the *DEIS* which pertain to clarification of the alignment for various studies the Hine's emerald dragonfly, salt spray/runoff, the Leafy Prairie Clover, and general wildlife and wetland concerns.

FWS's comments to the *DEIS* were included in the letter from the U.S. Department of Interior dated December 20, 1994 and are included in **the *SDEIS* Appendix A**. Generally, their concerns included Biological Resources, Alternatives, LAWCON Mitigation, Purpose and Need for Action, Water Resources, Bikeways, Salt Impacts, and Construction.

On August 22, 1995 and September 8, 1995 FWS, ACOE, FPDWC, IDOT, ISTHA and FHWA met to discuss the suitability of the Spring Creek wetland mitigation site. At the September 8, 1995 meeting, FWS brought up the issue of a second wetland mitigation site within the Des Plaines River Valley. Meeting minutes are included in Appendix B under Wetland Mitigation Banking Coordination. The mitigation area within the Spring Creek floodplain will replace the function and value of the 6.9 acres impacted wetlands generally outside of the Des Plaines River Valley. A second site at the Lockport Prairie Nature Preserve site will be used to compensate for the 2.9 acres of wetland loss associated with FAP Route 340 activities in Wetland 43. Coordination has been completed with the U.S. Army Corps of Engineers (ACOE), U.S. Fish and Wildlife Service (FWS), Illinois Nature Preserves

Commission (INPC), and Forest Preserve District of Will County (FPDWC) for the development of the mitigation site concepts. For more details see Section 4.10.3.6.

FWS's comments to the *SDEIS* were included in the letter from the U.S. Department of Interior (USDOI) dated September 8, 1995 and are included in Appendix A. Generally, the USDOI's concerns included LAWCON Mitigation, Bikeways, Cultural Resources, Purpose and Need for Action, Salt Impacts, Water Resources, Biological Resources, and Construction.

On November 13, 1995 the Fish and Wildlife Service concurred that no adverse effects to the Hine's emerald dragonfly are likely as a result of FAP Route 340 (See Appendix B under Fish and Wildlife Service).

Illinois Department of Agriculture

The Illinois Department of Agriculture (IDOA) received notification of the environmental and engineering studies for FAP Route 340 and related their comments and concerns on May 27, 1987. The IDOA is foremost concerned about the manner and extent to which the new highway will adversely impact the agricultural land in the corridor. The IDOA will review the project's agricultural impacts and consider whether its design is in keeping with the IDOT Agricultural Land Preservation Policy.

IDOA's comments to the *DEIS* dated November 29, 1994 are included in **the *SDEIS*** Appendix A. Generally, their concerns included Agricultural Impacts and Water Resources.

IDOA's comments to the *SDEIS* dated August 9, 1995 are included in Appendix B under Illinois Department of Agriculture. Generally, the IDOA supports the project.

Illinois Department of Natural Resources

The Illinois Department of Conservation (IDOC, **now Illinois Department of Natural Resources, IDNR**) was notified of the project and offered comments on the natural areas in the corridor. On May 7, 1987 **IDNR** agreed to participate as a cooperating agency for this project. In a February 24, 1989 letter they recommended that close coordination between the IDOT and the **IDNR** be maintained in studying alternatives to avoid impacts to the high quality areas including the Black Partridge Nature Preserve, and Keepataw Forest Preserve, marshes, sedge meadows, native prairie, fens, and wetlands. After a field review on March 29, 1990 the **IDNR** recommended investigating a westerly shift in the northern section to avoid direct impacts to the Black Partridge Nature Preserve. At a meeting on May 9, 1991 the **IDNR** expressed concern that all environmental issues should be considered fully and FAP Route 340 should not cause any negative impacts to the environment.

A September 3, 1991 letter from IDOC (**now IDNR**) expressed concern over the assessments made by the Illinois Natural History Survey's (INHS) "Natural Resources Technical Report for FAP 340" concerning the Indiana Bat, Blacknose Shiner, Hine's Bog Skimmer (Hine's emerald dragonfly), endangered birds, and impacts to creeks and wetlands. INHS responded with a letter to IDOC (**now IDNR**) concerning the Indiana Bat on September 20, 1991. The **IDNR** concerns for the Blacknose Shiner, Hine's Bog Skimmer and endangered birds are addressed in the *Draft Biological*

Assessment completed in the winter of 1992. The creek and wetland concerns are addressed in this **Final** Environmental Impact Statement and Section 4(f) Evaluation (**FEIS**). Hydrogeologic concerns are covered in IDOT's June 4, 1992 report *Predicted Impacts of a New Highway on a Spring-Fed Wetland*.

An environmental coordination meeting was held February 10, 1994 to discuss the *Draft Biological Assessment* and related issues in the *Draft Environmental Impact Statement and Section 4(f) Evaluation (DEIS)*. The findings of the *Draft Biological Assessment* were summarized and discussed. A summary of issues that were examined for the *DEIS* are listed in the meeting minutes included in Appendix B, U.S. Fish and Wildlife Service Section.

IDOC's (now **IDNR**) comments to the *DEIS* dated November 30, 1994 and February 10, 1995 are included in **the SDEIS** Appendix A. Generally, their concerns included Purpose and Need for Action, Alternatives, Water Resources, Biological Resources, Salt Impacts, Cultural Resources and Bikeways.

IDOC's (now IDNR) comments to the SDEIS dated September 20, 1995 are included in Appendix A. Generally, their concerns included Water Resources, Secondary and Cumulative Impacts, Biological Resources, and Bikeways.

A letter dated December 1, 1995 states the IDNR concurs that there will be no adverse impacts to the Hine's emerald dragonfly as a result of FAP Route 340 (See Appendix B under Illinois Department of Conservation).

Illinois Department of Energy and Natural Resources

In a letter from March 1990, the Illinois Natural History Survey expressed concerns regarding potential edge effects to Black Partridge Nature Preserve from FAP Route 340. These edge effects could include the invasion of exotic and disturbance adapted species, soil erosion, runoff of deicing salts, and increased traffic noise and smell. On July 18, 1990 the Illinois State Water Survey stated that "salt used for deicing in winter may cause some water quality problems if road runoff is not diverted to the Des Plaines River."

Illinois Environmental Protection Agency

The Illinois Environmental Protection Agency (IEPA) will participate as a cooperating agency as a result of their permitting requirements of water quality certification for projects requiring federal permits in the project area.

IEPA's comments to the SDEIS dated August 8, 1995 are included in Appendix B under Illinois Environmental Protection Agency.

Illinois Historic Preservation Agency

Coordination has been done with the Illinois State Historic Preservation Officer as required by Section 106 of the National Historic Preservation Act of 1966, as amended. The Illinois Historic Preservation Agency (IHPA) has made several determinations regarding structures and property

along FAP Route 340. On March 12, 1990 (clarified April 19, 1993) IHPA stated that the John Lane commemorative marker at the intersection of 163rd Street and Gougar Road lacks sufficient significance for listing on the National Register of Historic Places. On February 3, 1992 the same determination was made on brick structures located on 151st Street. However, IHPA did find that the Lustron house on 135th Street is eligible for listing on the National Register under criterion C as an exceptionally significant post-World War II architectural type. IHPA has requested that a HABS study be completed for the Lustron house prior to moving the structure.

Property will be required from the northern edge of the Illinois and Michigan Canal for piers supporting the mainline bridge. Due to existing land uses for adjacent property and span length limitations, no prudent or feasible alternatives were found. IHPA made a determination of no adverse effect for this section of the Illinois and Michigan Canal (November 29, 1993).

Documentation of the coordination with IHPA is included in Appendix B **under Illinois Historic Preservation Agency**.

Illinois Nature Preserves Commission

Early in the project the Illinois Nature Preserves Commission (INPC) expressed concern about the proximity of FAP Route 340 to Black Partridge Nature Preserve in a letter on July 31, 1987. They suggested moving the alignment west in the northern section.

Representatives from Illinois Department of Transportation (IDOT) attended a May 3, 1990 meeting of the INPC. During the meeting, IDOT presented the project and two possible alternate alignments in the Northern Section: along the Nature Preserve boundary, and an alternate route 0.25 mile west of the Nature Preserve. The INPC expressed support for the proposed alignment 0.25 mile west of the western boundary of Black Partridge Nature Preserve (Resolution #1046) at this meeting.

After additional studies had been conducted, the INPC recognized in an October 18, 1990 letter that a 0.25 mile shift would place the proposed highway through sensitive habitats.

On May 9, 1991 a meeting was held in Springfield so the Illinois Nature Preserve Commission and the Illinois Department of Conservation (IDOC, **now IDNR**) could express concerns about the project. Both agencies agreed that IDOT has thoroughly investigated the environmental and cultural resources in the project area. The agencies also agreed that IDOT has thoroughly evaluated alignment options and impacts from construction of FAP Route 340. The INPC noted that the environmental and cultural studies indicate that the Keepataw Preserve represents potential Nature Preserve quality lands. The INPC also noted that the alignment selected is the best one within the corridor, but stressed that it is likely that any alignment would adversely impact the area and its rare, threatened, and endangered components.

An environmental coordination meeting was held February 10, 1994 to discuss the *Draft Biological Assessment* and related issues in the *Draft Environmental Impact Statement and Section 4(f) Evaluation (DEIS)*. The findings of the *Draft Biological Assessment* were summarized and discussed. A summary of issues that were examined for the *DEIS* are listed in the meeting minutes included in Appendix B, U.S. Fish and Wildlife Service Section.

INPC's comments to the *DEIS* dated November 23, 1994 are included in **the *SDEIS* Appendix A**. Generally, their concerns included Purpose and Need for Action, Alternatives, Water Resources, Biological Resources, Salt Impacts, and Secondary and Cumulative Impacts.

INPC's comments to the *SDEIS* dated August 10, 1995 are included in Appendix A. Generally, their concerns included Water Resources, Biological Resources, Salt Impacts, and Secondary and Cumulative Impacts.

INPC approved the second wetland mitigation site concept at the Lockport Prairie Nature Preserve on October 6, 1995.

Heritage Planning Council

The I-355 **Southern Extension Corridor Planning Council (renamed Heritage Planning Council)** was formed in the Fall of 1993 by the local governments to maximize their planning efforts. This intergovernmental entity is comprised of municipalities, townships, and counties as well as the Illinois State Toll Highway Authority (ISTHA) and the Illinois Department of Transportation (IDOT). The **Heritage Planning Council's** objectives are to assure an overall development pattern for the corridor, to foster boundary agreements between adjacent communities within the corridor, and to establish minimum standards for local regulation of the environment. Ongoing coordination with IDOT has resulted in an assessment of cumulative and secondary impacts in the **Heritage Planning Council's** work program. The **Heritage Planning Council's** Mission Statement for the Land Use and Planning Commission will also be revised to consider impacts to natural resources as well as on transportation, wastewater, and water supply. The continuation of the **Heritage Planning Council** has been encouraged to avoid destructive intergovernmental competition.

Heritage Planning Council's comments to the *DEIS* are included in Appendix B **under Interstate 355 Southern Extension Corridor Planning Council**.

Other Organizations

Coordination occurred with other organizations and special interest groups. The types of coordination range from presentations to written correspondence (See Appendixes A and B).

6.2 Recreational Land Coordination

(Also See Section 5.6)

6.2.1 County Forest Preserve Districts

6.2.1.1 Forest Preserve District of Cook County

The Forest Preserve District of Cook County District has expressed concerns regarding the proximity of the alignment to the Black Partridge Nature Preserve. In an August 1, 1988 letter the Forest Preserve District highlighted the unique stream organisms found at Black Partridge Creek and the possibility of causing siltation of the stream as a result of altering the ground water movement. They requested that the highway alignment be moved as far westward as possible. On November 3, 1989 the Forest Preserve District reemphasized their prime concern of protecting the watershed of Black Partridge Creek. Their April 25, 1990 letter suggested mitigation measures to minimize surface and subsurface drainage from the highway including shifting the alignment west, using an enclosed drainage system, installing barriers, and transferring vacated state owned lands to the Forest Preserve District of Will County (FPDWC) as a buffer area.

A Forest Preserve Letter dated August 24, 1992 includes recommendations and comments on the impacts to the spring fed Black Partridge Creek. These impacts include the construction of the highway as far west as possible, minimize deicing salts to the creek watershed by collecting runoff in impermeable ditches and direct runoff to the Des Plaines River. IDOT wrote a response letter dated November 24, 1992 stating that deicing salts are no threat to the creek as long as surface drainage is directed away from Black Partridge Creek.

At a meeting on January 31, 1995 included in Appendix B, Forest Preserve District of Will County Section, the Forest Preserve District of Cook County District indicated that they did not wish to have the haul road constructed through the Black Partridge Forest Preserve since that particular section would not necessarily be needed to build the mainline bridge. They also mentioned that they do not want to participate in the bikeway plan, but they may decide to pursue a bike trail at a later time as a separate project which could have fewer environmental impacts.

The Forest Preserve District of Cook County District's comments to the *Draft Environmental Impact Statement and Section 4(f) Evaluation (DEIS)* dated November 23, 1994 are included in **the SDEIS** Appendix A. Generally, their concerns included Salt Impacts, LAWCON Mitigation, Bikeways, Biological Resources, and Water Resources.

The Forest Preserve District of Cook County District's comments to the *Supplement to the Draft Environmental Impact Statement and Section 4(f) Evaluation (SDEIS)* dated August 16, 1995 are included in Appendix A. Generally, their concerns included Salt Impacts, Bikeways, Biological Resources, and Water Resources.

6.2.1.2 Forest Preserve District of DuPage County

The Forest Preserve District of DuPage County informed IDOT in a February 5, 1990 letter that the possibility of allowing IDOT to create mitigative wetlands for the FAP Route 340 project at Lemont Woods (**Wood Ridge Forest Preserve**) does not appear likely. The majority of the 190

acre forest preserve is heavily forested and quite steep, generally not suitable for a wetland mitigation project.

The DuPage County Forest Preserve District's comments to the *Draft Environmental Impact Statement and Section 4(f) Evaluation (DEIS)* dated December 27, 1994 are included in **the SDEIS Appendix A**. Generally, their concerns included Salt Impacts, Biological Resources, and Alternatives.

The DuPage County Forest Preserve District's comments to the SDEIS dated August 21, 1995 are included in Appendix A. Generally, their concerns included Biological Resources and Bikeways.

6.2.1.3 Forest Preserve District of Will County

At a meeting on January 12, 1990 representatives from the Forest Preserve District of Will County (FPDWC) explained their issues of concern. The loss of Section 4(f) and Section 6(f) property purchased with Land and Water Conservation (LAWCON) funds would have to be replaced. Potential sites for wetland replacement were discussed. The Forest Preserve District indicated they would like a water quality monitoring program implemented as part of the FAP Route 340 project. An April 9, 1990 letter, as a follow-up to field reviews in March 1990, indicated several locations for IDOT to consider for wetland mitigation sites. This letter also recommended a closed drainage system to eliminate direct impacts of surface runoff on wetlands. To reduce impacts of salt spray and litter deposition, the Forest Preserve District proposed walls to be constructed along FAP Route 340 where it traverses through environmentally sensitive areas. They opposed cutting Bluff Road since the negative impacts would spill into the Keepataw Forest Preserve.

The Forest Preserve District of Will County requested additional environmental studies be done in the northern section and they were actively involved in the evaluation of alignment shifts of up to 0.25 mile to the west. If FAP Route 340 were realigned to the west, the Forest Preserve District would be willing to accept the existing right-of-way along the Will-Cook County line as buffer to Black Partridge Nature Preserve. On July 20, 1990 the Forest Preserve District officially requested that IDOT conduct more detailed studies within the proposed realignment area in the west section of Keepataw Forest Preserve to specifically assess the biological, cultural and archeological features present.

After a field review on October 15, 1990 the Forest Preserve District of Will County identified several issues they were still concerned about such as surface runoff, siltation, and edge effects as well as new issues like the presence of the Hine's emerald dragonfly in the project area. They reemphasized their desire for additional detailed field studies. The Forest Preserve District passed Resolution #91-8 on February 14, 1991 which recommended abandoning any further consideration of a realignment for FAP Route 340 and developing plans for the highway within the originally recorded alignment in the northern section along the Will-Cook County line. This resolution also requested the following construction techniques be used: a closed drainage system, litter control devices, barriers to limit salt spray, and retaining walls to limit grading.

A letter dated July 31, 1992 from Forest Preserve District of Will County asked for the long term affects to the biological system in the Black Partridge Forest Preserve to be addressed in the *SDEIS*.

Namely the decline in recharge to the spring, heavy metal accumulation in the soil and the loading of chlorides in the watershed. These concerns were all addressed in a December 7, 1992 letter from IDOT back to the Forest Preserve District of Will County.

In a letter dated May 10, 1994 and at a meeting on January 31, 1995, the Forest Preserve District of Will County included a willingness to be in a three party agreement with IDOT and ISTHA regarding ownership of the bikeway property along FAP Route 340 within Will County.

Extensive coordination has taken place with the FPDWC relative to impacts to Section 6(f) property in Keepataw and the mitigation process. The FPDWC's letter dated March 9, 1995 included in Appendix B, LAWCON Section, addresses their concerns for properly calculating the converted acreage. They also confirmed that the replacement land must be of at least equal fair market value and size to the converted property.

In a letter dated March 10, 1995, FPDWC indicated their willingness to work with IDOT and/or ISTHA on tree mitigation. In addition, the letter detailed parcels in their holdings that would be available for reforestation. This letter is included in Appendix B **under Forest Preserve District of Will County**.

At a meeting on March 28, 1995 the Forest Preserve District of Will County was able to give their input on issues regarding the haul road, bridge drainage system and other bridge related features.

The FPDWC's comments to the *Draft Environmental Impact Statement and Section 4(f) Evaluation (DEIS)* dated November 28, 1994 are included in **the SDEIS** Appendix A. Generally, their concerns included Purpose and Need for Action, Salt Impacts, Biological Resources, Cultural Resources, Secondary and Cumulative Impacts, LAWCON Mitigation, Bikeways, Water Resources, Noise, Hazardous Waste, and Construction.

The FPDWC's comments to the SDEIS dated August 16, 1995 are included in Appendix A. Generally, their concerns included Alternatives, Secondary and Cumulative Impacts, Biological Resources, Bikeways and Salt Impacts.

In an August 21, 1995 letter from the FPDWC to ISTHA, the FPDWC accepted the conditions outlined in ISTHA's August 9, 1995 letter to serve as the basis for a formal agreement. In the August 9, 1995 letter it is stated that ISTHA requires a permanent easement of approximately 12.4 acres and a temporary easement of approximately 3 additional acres in land located in the Keepataw Forest Preserve for use in connection with FAP Route 340. This land was originally purchased with LAWCON funds. As substitution for this property ISTHA will provide what has been commonly referred to as the "Lockport Prairie East" site which is approximately 29 acres in size. ISTHA will honor commitments made in the FEIS with regard to reforestation on land owned by FPDWC and box culverts on either side of Spring Creek. ISTHA will also transfer to the FPDWC that property acquired and developed by ISTHA for wetland mitigation at the Spring Creek site. This property is estimated to be approximately 31 acres. For proper access, long term management and recreational trail development of the Spring Creek wetland mitigation site ISTHA will accommodate, in the design of the wetland mitigation site, the FPDWC's recommendation of an approximate 100 foot border. The FPDWC will assume responsibility for maintenance of

the new culverts at the Lockport Prairie Nature Preserve site once they are installed. Upon completion of the roadway project the haul road and low level bridge installed during construction in the Des Plaines River Valley will be given to the FPDWC with ISTHA only retaining a right to use the same for inspection and maintenance purposes.

6.3 Environmental Coordination Field Review

An environmental coordination field review was held on March 15 and 16, 1990. Representatives from various agencies including Illinois Environmental Protection Agency (IEPA), Illinois Nature Preserves Commission (INPC), the Illinois Natural History Survey (INHS), the Forest Preserve Districts of Cook County and Will County, U.S. EPA, U.S. Fish and Wildlife Service (FWS), Army Corps of Engineers (ACOE), and the Soil Conservation Service (SCS).

The field review began at the north end of the project corridor and proceeded south, reviewing areas of environmental concerns. The main area of concern was the Black Partridge Nature Preserve and the project impacts to aesthetics, creation of vegetative edge, noise and water quality. A suggestion was made to isolate "first flush" drainage from the roadway away from Black Partridge Creek but to allow heavy storms to overflow into the Black Partridge watershed. A ditch liner was considered to limit infiltration of potential pollutants into the preserve. The report, *Predicted Impacts of a New Highway on a Spring-fed Wetland* (June 4, 1992), showed that infiltration of potential pollutants would be minimal.

A second field review (March 29, 1990) was attended by representatives from the IDNR, the INPC and the Forest Preserve Districts of Cook County and Will County. This meeting was held to review the possibility of moving the roadway alignment approximately 0.25 mile further west of the Black Partridge Forest Preserve to avoid sedimentation and other water quality impacts to the area.

A field meeting was held on October 25, 1993 to explore the possibility of utilizing a path through Black Partridge Forest Preserve and Keepataw Forest Preserve for construction access to the Des Plaines River Valley bridge.

Another field review was considered after the *Draft Environmental Impact Statement and Section 4(f) Evaluation* was issued, but prior to the Public Hearing. However, the various review agencies did not express an interest in attending another field review at that time.

6.4 Public Involvement

6.4.1 Public Meetings

A series of three public meetings were held within the project area. Each series consisted of two meetings approximately one week apart. The time frame between each series of meetings allowed sufficient response to public comments and continued evaluation of the design of FAP Route 340. A mailing list for the Public Meetings is available for review at the Illinois Department of Transportation District 1 office, 201 West Center Court, Schaumburg, Illinois.

The first series of public meetings was held on June 23, 1987, in Lemont, Illinois, and June 30, 1987, in New Lenox, Illinois. Present at the first series of public meetings were the mayors of New Lenox, Joliet, and Orland Park. Representatives of the following organizations were present: Northwest Homer Fire Protection District (FPD), the Will County Municipal League, the Romeoville Council for Economic Development, the Will County Planning Department, the Planning Director for Joliet, and the Representatives from the 7th District.

Public officials expressed support for FAP Route 340. Economic development and improved access to job opportunities to the north were the primary attractions. The President of the Northwest Homer FPD requested that the alignments be moved to allow the continued operation of the fire station. IDOT agreed to study the matter. Citizens' concerns focused on three topics:

- Impacts to New Housing Developments: Several citizens claimed that realtors did not disclose the existence or location of the proposed highway project. Citizens also claimed that title searches did not mention the existence of the project.
- Interchange Location and Design: Concerns were expressed over the impacts of the interchanges/intersections on local traffic patterns, cross street closures, and the right-of-way requirements for interchanges. General questions regarding the design and location of interchanges were also asked. IDOT responded that interchange design and location would be more clearly presented at later public meetings.
- Right-of-Way Acquisition: Citizens questioned the procedure for determining limits of acquisition and for the acquisition process itself. IDOT responded, the criteria for an acquisition is based on the physical requirements of the road and the impact of the road on the remaining portion of the parcel. This evaluation is performed by independent appraisers. IDOT was looking at providing access to or purchasing residual portions of affected parcels where access was not provided. Right-of-way information was provided at the second series of public meetings.

Four hundred seventy-six people signed the register for the first series of public meetings.

The second series of public meetings was held on July 26, 1988, in Lockport, Illinois, and July 28, 1988, in Lemont, Illinois. Representatives from Romeoville, Lockport, New Lenox, Joliet, Will County, and DuPage Township were present and supported the project. Representatives from the following organizations were also present: Atchison Topeka and Santa Fe Railroad, UNOCAL Pipeline, Hayes Auto and Truck Repair, Santa Fe Pacific Realty, Forest Preserve District of Cook County District, Illinois Nature Preserves Commission, **IDNR**, and the U.S. EPA.

Homeowners in the southernmost area of the project expressed concern regarding the impact on the Kylemore and Springview subdivisions. There are large open areas of land near these subdivisions. Citizens questioned whether the alignment could be shifted to utilize these open areas and minimize the potential impacts on homes in the project area. IDOT responded by developing a new alternate alignment. The new alternate alignment was based on public input and combined the merits of the previous alternatives to the recorded alignment.

Access to private property was an issue raised by homeowners and by the Santa Fe Pacific Realty Corporation. IDOT mentioned that at the third series of public meetings, access issues would be discussed in greater detail. The third public meetings more clearly presented access issues using detailed 1" = 100' scale aerial photo exhibits.

Environmental issues were raised concerning wetlands, open space, and access to Centennial Park facilities. These concerns were incorporated into the new alternate alignment.

Five hundred sixty-five people signed the register for the second series of public meetings.

The third series of public meetings were held on March 20, 1990, in New Lenox, Illinois, and March 27, 1990, in Lockport, Illinois. Only two alignments were presented at these meetings, the recorded alignment and the alternate alignment that was developed as a result of the second series of public meetings and public input. Concerns raised during the third series of public meetings included:

- Impact to housing subdivisions being developed. New housing subdivisions have developed since the original studies began in 1963. There is concern that future buyers may not be aware of the proposed highway. IDOT officially notified all counties, townships, and municipalities in the project area and requested that they share the information with appropriate parties. Efforts to contact and provide information to developers, realtors, and interested parties were made through public meetings and letters. Also, protective and hardship buying measures will be under investigation on an individual basis.
- Is FAP Route 340 going to be built as a tollway to the proposed third airport in the Chicago area? IDOT reminded citizens that currently, no funds have been budgeted for the design, land acquisition, or construction phase of FAP Route 340. IDOT added that the IDOT, not the Illinois State Toll Highway Authority is responsible for the project. With regard to the proposed third airport in the Chicago area, FAP Route 340 is proposed only from Interstate 55 to Interstate 80.

One thousand one hundred seventy people signed the register for the third series of public meetings.

6.4.2 Public Hearings

In the fall of 1994, two Public Hearings were held within the project area. The two hearings were approximately one week apart. The first Public Hearing was held on November 10, 1994, in New Lenox, Illinois. The second Public Hearing was on November 16, 1994, in Lemont, Illinois. Representatives from the municipalities and various organizations attended both hearings. The format for these hearings was that of an "open house". The hearings consisted of a video presentation, 1"=100' scale exhibits of the proposed FAP Route 340 alignment, proposed wetland and drainage exhibits, and representatives from IDOT, ISTHA, and the engineering consultants to answer specific questions regarding the project. Also at each hearing, two court reporters were present. The public was encouraged to make verbal statements to the court reporters or submit written comments. **A copy of the official transcripts for the Public Hearings is included in Appendix B in the Public Hearing Section. As part of the transcripts, one individual**

submitted approximately 1000 pages of documentation for the record. This documentation as well as all other letters and replies are included in the project files and are available for review at the IDOT District 1 office, 201 West Center Court, Schaumburg, Illinois prior to the FAP Route 340 Record of Decision (ROD).

Approximately 1300 people attended the Public Hearings. A mailing list and an attendance sign-in list for the Public Hearings **along with the other written comments and letters from the Public Hearing [phrase deleted]** are **also** available for review at the IDOT District 1 office, 201 West Center Court, Schaumburg, Illinois.

The public was informed of the Public Hearings through announcements placed in several local and city newspapers. Letters were also sent out announcing the hearings to over 3000 people from a mailing list. The mailing list was prepared over the years from the Public Meetings and project coordination. In addition, approximately 2500 flyers announcing the Public Hearings were distributed to the public along the project corridor. Samples of the newspaper announcements, letters, and flyers can be found in Appendix B **in the Public Hearing Section.**

The Public Hearings gave the public an opportunity to view exhibits, ask questions, and make written and/or oral comments in regards to the FAP Route 340 project. Based on the comments made at the hearings, including written and oral, approximately 400 responses were prepared by IDOT and ISTHA. The overall atmosphere at the hearings was positive. Officials of the villages also expressed their support of the project through resolutions.

People who attended the Public Hearings appeared to be appreciative of the quantity of information available. Aerial photographs showing actual property lines were especially useful in identifying potential direct impacts to specific properties as requested by numerous homeowners. Personal stories from the residents reflected on the many years that they lived in the project corridor. Homes and farms were commonly passed down from one generation to the next. Many of these long-time local residents expressed a kinship to their land.

At the Public Hearings there was a genuine concern expressed from the residents being directly displaced by the proposed highway alignment. Many homeowners indicated that they should not be forced to move from their homes. People argued that they will not be able to find comparable housing in the area at affordable prices. People in the immediate path of the roadway and adjacent property owners generally opposed the project, while dissatisfaction with the project diminished with distance from the alignment. Another fundamental focus at the Public Hearings was a general anti-build concern by the public, especially from representatives of environmental organizations. Statements were made for the record opposing the construction of any new roadway facility in the project corridor. Urban sprawl, environmental impacts, and a lack of need were frequently referenced as basic reasons for this opposition.

Potential noise impacts to specific properties were found to be a sensitive issue for many local residents. Many people questioned why there weren't more noise walls, especially near 135th Street and 143rd Street. Some people were satisfied with the proposed noise walls, while others were fearful of having traffic noise intrude upon their daily routines. That sense of intrusion was also apparent when residents discussed their reasons for moving to the area

originally. Many people moved away from “city life”, preferring more of the rural country atmosphere. They indicated that a new highway would bring more congestion, disrupting the serene character of the area.

Local residents frequently mentioned existing trouble with flooding in the project area and indicated that they were worried about the new highway causing more drainage problems. The public wanted to know what the stormwater detention provisions would be for this project. Air quality was also a common topic at the Public Hearings. Comments referred to both potential project related air quality impacts as well as the regional air quality analysis process in northeastern Illinois. A concern was expressed as to whether the proper procedures were followed in identifying potential impacts related to air quality.

The Public Hearing format was controversial with people voicing opinions for and against the “open house” format that was used. Many people took the opportunity to view the exhibits and discuss their concerns individually with project team members. People opposing the format cited the desire to provide the public with a chance to hear everyone else’s comments and concerns.

At each of the meetings, local residents not directly along the proposed alignment provided brief comments expressing their desire to see construction of FAP Route 340 start as soon as possible. People mentioned that they had heard about the project since the 1960’s and the construction is long overdue. People supporting the project questioned why the process was so involved with numerous detailed studies that take such a long time. The public’s desire for better access to the north was evident. Commuters identified their need for a more efficient route to the employment centers located in the west and northwest suburbs.

The comments that were submitted varied in topic, but a majority of the comments were related to the following issues:

1. Right-of-Way, land acquisition, and property loss
2. Traffic and urban sprawl
3. Noise abatement
4. Alternate alignments
5. Potential environmental impacts

Typical responses to comments and questions were as follows:

Right-of-Way, Land Acquisition, Property Loss

Typical letters regarding right-of-way, land acquisition, and property loss addressed concerns by identifying the property according to P.I.N. numbers and general location. For general reference 1"=50' Interchange Design Study (IDS) sheets, Access Control Plan sheets (1"=300'), and aerial photographs (1"=100') were enclosed (as needed) with the appropriate property/parcel highlighted.

The improvements to the road, routes, or streets were identified. Any additional right-of-way that was needed for access control, the accommodation of a new interchange, or the FAP Route 340 alignment was marked on the enclosed exhibits with the appropriate dimensions.

The property owners were also informed that the Illinois State Toll Highway Authority (ISTHA) will be responsible for contract plans, land acquisition, and construction. And that ISTHA may elect to modify the proposed geometrics in accordance with ISTHA standards, especially to accommodate toll collection facilities.

Questions related to land acquisition procedures such as when you would be contacted and how long the right-of-way process would take were then directed to:

Mr. Ben Swislow
The Illinois State Toll Highway Authority
One Authority Drive
Downers Grove, Illinois 60514
Phone No.: 708/241-6800 ext. 1550

Traffic and Urban Sprawl

The concern of creating more congestion rather than relieving congestion was addressed when this project was first initiated. The Year 2010 forecasts of land use and socioeconomic activity used for traffic projections were the official Northeastern Illinois Planning Commission (NIPC) forecasts for the metropolitan area. These are the same forecasts that are used for all regional planning activities. Planning for FAP Route 340 first started in the late 1960's and the current study was initiated in 1987. Planning for this project has not been a quick, isolated process.

The continuous growth of Northeastern Illinois has already led to urban sprawl in the study area. Developments such as Internationale Centre and Broken Arrow are currently being built. Growth is expected to continue whether FAP Route 340 is completed or not. NIPC, the Chicago Area Transportation Study (CATS), and Will County have all anticipated growth in the local area by the year 2010.

Noise Abatement

Noise analysis has been performed along the entire length of the FAP Route 340 corridor. Where traffic noise impacts were identified as exceeding federal criteria or substantially exceeding the existing noise levels in the highway design year, noise abatement measures were considered. Noise

attenuation barriers (noise walls) were included if they provided a substantial reduction in noise and their overall abatement benefits outweighed their overall adverse affects and costs.

ISTHA will be reevaluating the noise analysis in areas that ISTHA will be modifying or adding elements, such as toll collection facilities. If the modified areas warrant noise abatement measures, additional noise attenuation barriers may be added.

Alternate Alignments

In 1968, a centerline was recorded in DuPage and Will Counties for a new highway. In the approximately 25 years since the original design studies for the FAP Route 340 corridor were completed, a number of changes have occurred that require reevaluation of the selected design and alignment. First, development has occurred within the corridor, including housing, a fire station, and some commercial developments. Second, environmental concerns and regulations have been developed that must be addressed in the analysis and design process. In addition, the evaluation process had to determine if a highway was still the appropriate solution to the regional and local transportation needs.

The 12.5 mile long highway is comprised of various land uses including residential, commercial/industrial, agricultural, parks/forest preserves, and open lands. When alternate alignments were developed, several environmental issues were considered that influenced the route locations. Among the environmental constraints analyzed were the potential for involvement with Section 4(f) land and Section 6(f) property, avoiding and minimizing the filling of wetlands and floodplains, and avoidance of impacts to Section 106 properties eligible for inclusion in the National Register of Historic Places. Other factors studied which affected the alignments encompassed housing and business displacements, severance of prime farmlands, and community interests. The alignment development process was based on the philosophy of avoidance first, minimization second, and mitigation last.

Potential Environmental Impacts

Historically, the Recorded Centerline was established in 1968 adjacent to the Will/Cook County line near Bluff Road. The Forest Preserve District of Will County (FPDWC) purchased the Keepataw Forest Preserve property in 1977 using Land and Water Conservation (LAWCON) funds. Black Partridge Nature Preserve was dedicated in January of 1965 in Cook County, while the Black Partridge Forest Preserve was purchased by the Cook County FPD under the LAWCON Act of 1965. The DuPage County FPD purchased Lemont Woods in 1989 **and later renamed it Wood Ridge Forest Preserve**. Thus, the highway alignment was first established next to Black Partridge, and then Keepataw and Lemont Woods were created in the immediate vicinity of the Recorded Centerline for the highway.

As required by federal regulations, alternate alignments were evaluated to determine if impacts to Section 4(f) properties could be avoided. Avoidance alternatives, including shifts in the proposed roadway alignment to the east and west were considered. Since there are no alternate alignments that avoid all Section 4(f) property, the next step was to determine an alignment that minimizes impacts.

Through coordination with local and governmental agencies and the public, the preferred alignment was established. The preferred alignment of FAP Route 340 will pass through the Keepataw Forest Preserve in Will County and the right-of-way (R.O.W.) will pass about 200 feet west of the Black Partridge Nature Preserve near the Des Plaines River. The strip of land will remain forested and will act as a buffer zone for the nature preserve. The proposed highway will cross over the Keepataw Forest Preserve on a bridge, and require approximately 11.6 acres of Section 4(f) land for permanent access and maintenance. The actual footprint of the bridge piers on the ground will be much less. North of Bluff Road FAP Route 340 will be carried on structure for about 600 feet to allow the unrestricted movement of animals underneath.

The FPDWC identified two primary and two secondary sites totaling 38.9, 29, 38.6 and 31.6 acres, respectively, for mitigating converted land for Section 6(f) property in the Keepataw Forest Preserve, property originally purchased with LAWCON funds. Two parcels were selected as suitable mitigation sites because of the recreational opportunities that are present. The FPDWC passed Resolution #93-39 accepting 59 of the possible 68 acres. Subsequently, one of the primary and two of the secondary sites were determined to be undesirable. Coordination is continuing with the FPDWC to resolve Section 6(f) property mitigation issues.

Alternate alignments were investigated to avoid the wetlands. The alignment development process was based on the philosophy of avoidance first, minimization second, and mitigation of impacts last. The highway was shifted east to avoid sensitive wetlands near 143rd Street, but wetlands could not be avoided completely. About **9.2** acres [phrase deleted] of wetlands will be affected by FAP Route 340 which will be mitigated at a ratio of 2.0:1 for forested wetlands and 1.5:1 for the remaining wetland types at a site along Spring Creek.

Impacts are minimized by having FAP Route 340 on structure approximately 80 feet above the Des Plaines River Valley. Highway runoff from the bridge north of the Des Plaines River will be conveyed to a single stilling basin via downspouts at each pier and a storm sewer under the haul road. The stilling basin will outlet to the Des Plaines River. Consultation is ongoing with the U.S. Fish & Wildlife Service and the US Army Corps of Engineers.

With appropriate precautions and mitigation, the project will not have significant adverse impacts on state listed animal and plant species. Temporary "No Intrusion" fences shall be used to minimize construction impacts in environmentally sensitive areas.

6.5 Commitments

(Also See Section 4.23 "Summary of Mitigation Measures")

Commitments are measures adopted to minimize harm to the environment. These measures may be divided into two groups: standard and specific measures. Standard measures are those required by laws, regulations or policies of jurisdictional government agencies. Permits fall into this category. Specific measures, or other commitments, are project specific actions that have been determined to be necessary, appropriate, or have been agreed to based on discussions with an interested party to address a particular need.

6.5.1 Standard Measures

- A permit from the U.S. Coast Guard will be required for the crossing of the Chicago Sanitary and Ship Canal.
- FAP Route 340 construction will involve wetlands, floodways, and waterways and will require both Federal and State permits. A joint application to the U.S. Army Corps of Engineers (ACOE), **Illinois Department of Natural Resources - Office of Water Resources (IDNR/OWR)**, and Illinois Environmental Protection Agency (IEPA) will be made during the design phase. The ACOE issues Section 404 permits which fulfill their regulatory function over the “waters of the United States” which includes wetlands. IDNR/OWR issues permits for construction in floodways and for crossings of streams with more than one square mile of drainage area. The crossings are: the main channel of the Des Plaines River, the main channel of Long Run, the main channel of Fiddymont Creek, the main channel of Fraction Run, the south tributary of Fraction Run, the main channel of Spring Creek, and the tributary of Hickory Creek. IEPA provides water quality certification pursuant to Section 401 of the Clean Water Act. This certification is mandatory for all projects requiring a Section 404 Permit.
- **[sentences deleted] The wetland mitigation for the project will occur in three different areas. The first area will be along Spring Creek (Exhibit 4-7) and satisfies Section 404 of the Clean Water Act; the second area occurs within the Lockport Prairie Nature Preserve (Exhibit 4-7a) and satisfies agreements with the U.S. Fish and Wildlife Service and the Forest Preserve District of Will County; and the third area at a location determined by the Illinois Department of Natural Resources and satisfies the regulations issued under the Illinois Interagency Wetland Policy Act of 1989. See Section 4.10.3.6 for more details. The first area is the 16.5 acre mitigation area within the Spring Creek floodplain which will replace the function and value of the 10.4 acres of impacted wetlands. The replacement wetlands at the Spring Creek site will be created by ISTHA and, once established, will be under the protection and management of the FPDWC. The planning, design, and construction will be done by ISTHA. The second area is located in the Des Plaines River Valley within the Lockport Prairie Nature Preserve. The restoration area of the Lockport Prairie site is approximately 15 acres; however, only 25 percent would be credited for enhancement, approximately 3.75 acres. The third area is 16.1 acres of wetlands at an off-site location that will be selected in cooperation with IDNR. This location has not been determined as of the publication of this report.**
- A Memorandum of Agreement (MOA) has been prepared that outlines the procedures that ISTHA will follow to address the impacts to the Lustron House. The procedures provide for the house to be relocated if a buyer is found. A covenant may be placed on the purchase contract requiring the maintenance of the structure’s eligibility for listing on the National Register of Historic Places. If a buyer is not found, the features of the structure will be documented and the house will be removed.
- Since over five acres of land will be under construction for the FAP Route 340 Project, a National Pollutant Discharge Elimination System (NPDES) construction permit will be processed through the Illinois Environmental Protection Agency. This permit application will require an erosion control plan.
- The Erosion Control Plan will identify erosion control measures to be implemented. Coordinating the timing of grading to the amount of area exposed for each roadway section will minimize impacts from erosion. Denuded area will be stabilized utilizing temporary erosion control measures with the specific objective of retaining all silt on site to prevent silt from entering wetlands and streams. Limiting the amount of earth exposed allows exposed slopes to

be stabilized prior to final grading and seeding. Temporary erosion control measures will be identified as part of the formal erosion control plan. Erosion control measures will be put in place prior to and/or at the same time earth is exposed.

- Erosion control procedures will be followed as set forth in Section 107.23 of the Illinois State Toll Highway Authority Standard Specification.
- Since Keepataw Forest Preserve was purchased using Land and Water Conservation Funds (LAWCON), the property purchased for highway right-of-way must be replaced with property of at least equal market value and similar utility. Suggested replacement lands for LAWCON properties required for the project have been identified in coordination with the Forest Preserve District of Will County. **In the August 9, 1995 letter it is stated that ISTHA requires a permanent easement of approximately 12.4 acres and a temporary easement of approximately 3 additional acres in land located in the Keepataw Forest Preserve for use in connection with FAP Route 340. As substitution for this property ISTHA will provide what has been commonly referred to as the “Lockport Prairie East” site which is approximately 29 acres in size. [sentence deleted]** See Section 5.5 for additional information.

6.5.2 Specific Measures or Other Commitments

- The FAP Route 340 project **[phrase deleted]** was coordinated with the U.S. Fish and Wildlife Service (FWS) under Section 7 of the Federal Endangered Species Act (1973, as amended) and with the IDNR under the Illinois Endangered Species Protection Act. IDOT, ISTHA, Illinois State Museum and FWS are cooperating on studies for the Hine’s emerald dragonfly in the Des Plaines River Valley. Although no impact to the Hine’s emerald dragonfly will occur with FAP Route 340, part of the study will be to monitor dragonfly activity over existing roads adjacent to known dragonfly breeding sites to determine the potential for dragonfly/vehicle collisions on the recommended bridge over the valley. The FWS requested this type of study be undertaken **[phrase deleted]**. Other components of the study include larval investigation and mark and recapture work. Studies will be performed for pre-, during-, and post-construction. The study is intended to better define the general knowledge of the dragonfly. **On October 3, 1995, IDOT sent copies of the dragonfly study for the first season to FWS and IDNR with the conclusion of no impact. The FWS approved the study on November 13, 1995 (See Appendix B under Fish and Wildlife Service) and IDNR approved the study on December 1, 1995 (See Appendix B under Illinois Department of Conservation).**
- As a result of the comments received on the *DEIS* and the lack of air dispersion models with regards to salt spray, a road salt dispersion study would be undertaken. It is recommended that the study be done by the Illinois State Water Survey under contract to IDOT and ISTHA. The study will develop an air dispersion model which would predict the atmospheric dispersion of salt spray and its ultimate deposition. Key components to be studied include the mass emission to the atmosphere (particularly as a result of vehicle traffic), the size distribution of the emitted salt droplets, and the concentration and size of these droplets at varying distances from their source. To validate the model, it is recommended that air quality and deposition samplers be placed in the Black Partridge Forest Preserve (Cook County), the Keepataw Forest Preserve (Will County), and the Lemont Woods (Wood Ridge) Forest Preserve (DuPage County). Samples will be collected from these areas at regular intervals throughout the year to establish regional deposition and suspended salt droplet levels. The data collected from these locations would also be used along with intensive sampling near salted roadways to calibrate the model.

- A water quality monitoring program was begun in January of 1994 for Black Partridge Creek. The water quality monitoring program is an IDOT initiative. The program's intent is to conduct water quality monitoring before, during and after construction of FAP Route 340 in Black Partridge Creek and its tributaries. The purpose of the study is to monitor the water quality and aquatic biota in Black Partridge Creek. The water quality parameters that are being measured include those most often associated with highway runoff (turbidity, total dissolved solids, chloride, and heavy metals) and those that sustain aquatic life (dissolved oxygen, water temperature, and pH). A fish and macroinvertebrate inventory will be conducted periodically to determine the population size of various fish including the mottled sculpin. Results from the monitoring program will be coordinated with the Forest Preserve Districts of Cook, DuPage, and Will Counties.
- During the design phase prior to completion of final design, ISTHA will send to the involved local municipal, township or county governments preliminary plans applying to their area. The agencies will be invited to comment on the plans and indicate if they would be willing to participate in the costs of providing sidewalks, traffic signal modifications, lighting, widening, landscaping, etc. The agencies that will be contacted include: the Villages of Woodridge, Lemont, and New Lenox; the City of Lockport; the Townships of DuPage, Lemont, Homer, and New Lenox; and the Counties of DuPage, Cook, and Will.
- During the design phase, tree mitigation plans will be submitted to the Forest Preserve District of Will County for comment. Tree mitigation will consist of two components: the planting of replacement seedlings on property owned and managed by the Forest Preserve District of Will County, and the planting of non-seedling trees along the corridor or crossroads as appropriate. The planting of seedlings is intended to eliminate edge effects by filling in gaps between forested tracts of land. This reduction of forest edge is a measure to reduce cowbird nest parasitism. Tree replacement species will be similar to the species lost if appropriate environmental conditions still exist to support the species.
- Native grass seed mixtures will be used as appropriate on the back slopes of ditches and the infields of interchanges.
- Mowing restrictions will be implemented adjacent to forested areas as a measure to minimize cowbird parasite activities. These restrictions will apply to the backslopes of ditches.
- The John Lane Historic Marker commemorating the invention of the steel-tipped plow on the northeast corner of 163rd Street and Gougar Road will be relocated on the same property subject to the current landowners approval.
- There will be a pay item in the construction contract for exploratory trenches, which will allow a contractor to locate drainage field tiles prior to major earthwork.
- "No Intrusion" fences will be erected to restrict construction activities between the Chicago Sanitary and Ship Canal and Bluff Road. A "No Intrusion" fence shall also be used to prevent the contractor from operating closer than the **required** right-of-way to the Black Partridge Nature Preserve. Similar fences will be used to prevent disturbance to environmentally sensitive areas. FPDWC personnel and ISTHA will work together to determine the placement of the fences.
- A herpetologist will be employed to determine if the primary range of the spotted turtle and Blandings turtle is outside the construction limits before construction begins. If spotted turtles are found within the construction limits, then appropriate action would be taken based on the herpetologist's recommendations. In addition, a biologist, botanist, and ornithologist will be retained by ISTHA to observe construction startup activities adjacent to and within local forest

preserves. The scientists will visit the site periodically and report all findings directly to ISTHA.

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Although ISTHA will not acquire any additional right-of-way for the purpose of constructing a bikepath, ongoing coordination and planning is proceeding to accommodate a potential [phrase deleted] bikeway **along the FAP Route 340 corridor [phrase deleted].** Refer to the bikeway section in Appendix B for correspondence between the various agencies involved in **this deliberative process [phrase deleted]. This correspondence is provided to illustrate the effort and discussion that has been put forth by all parties involved.** [sentence deleted] Further discussion of the bikeway issue is included in Section 4.7 of this **Final** Environmental Impact Statement and Section 4(f) Evaluation (FEIS). **Upon completion of the roadway project the haul road and low level bridge across the Des Plaines River installed by ISTHA will be given to the FPDWC with ISTHA only retaining a right to use for inspection and maintenance purposes. ISTHA will inspect the low level bridge and repair it as necessary after completion of the project to insure that it is in good working condition.** At the request of the FPDWC, a ten foot high box culvert will be constructed immediately north of Spring Creek for passage of horses, bicyclists or pedestrians. A seven foot high box culvert will also be constructed south of Spring Creek for passage of bicyclists and pedestrians. Prior to construction of these structures, an agreement will be prepared that identifies the appropriate agency to assume jurisdiction of these structures including ownership, operation, maintenance and security.